

"Pretty hard sleddin" -washing without Pearline. Whatever you do is done "by the hardest"-the hardest of work, and the hardest of wear. Pearline makes washing easy -easy for the waster, easy for the things washe. It is easy to see why millions are using it; if it were marmful or inefficient, it would be hard to get it used.

Beware

RAILROADS.

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FORT WOLTH AND EIG GRANDE.	
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FORT WORTH AND NEW ORLEANS.	
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No. 48, accommodation, 9:15 a. n	1.

\$16 a m No 45 mml. 5 (c) p m No 47, accommodation. All the above trains from the Union Depot. C T. Lesk, Tieser Agent. OF LOUIS ARKANSAS AND TEXAS. p m Memphis Express..... 8 00 a m WEATHERFORD, MINERAL WELLS AND

NORTHWESTERN HALLWAY

TABLE OF DISTANCES

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TEXAS AN	D PACIFIC.
Eastern	Division-
Dallas	Miles Marsali 179 Selferson 164 Atlanta 222 Surreport 220 New Orleans 581
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Westherford St Gordon St Chro H5	Colorado City 250 Big Springs 259 Pecos 400

16) El Palo 615 Transcontinental Division. COTTON BELT ROUTE. Miles 55 Camden Ark 83 Pine Bluff 16 Helakley 116 Memphis 128 Caire, 134 St. Louis Vernon. Picasant

GULF, COLORADO AND SANTA FE. South.

Miles Wichita Kan. 605

Scatur 34 Childress 34 Childress 34 Childress 35 Childres

FORT WORTH AND RIO GRANDE. Miles | Dublin. to Comancie. HOUSTON AND TEXAS CENTRAL.

This was the Object of Mr. Reinhart's Visit Yesterday.

PACIFIC OFFCIALS.

Their Return from the Pacific Coast. Cotton Belt Officials-The Railroadmen's Club.

Cotton Belt Officials.

here for the purpose of consulting with erchants and business men in regard to les. While here they will also probably

Union Pacific Officials.

omptroller. Falward Dickinson, assistant reperal manager, J. H. McConnell, superin-endent of motive power and machinery; E. need, enief engineer, and L. H. Korty shoed, chief engineer, and L. H. Korty, crintendent of telegraph, are now on the life coast inspecting the projecties of company. Dr. R. D. Wyckoff and wife, is a daughter of Mr. Dillon, Mrs. Riparother daughter, and Mr. Sloan of y Yora, a personal friend of Mr. Dillon, guests. The party was joined at Denye by Morgan Jones, president of the Fort th and Denyer. The movements of the y apon their return from the coast are yet maknown and possibly undecided. et unknown and possibly undecided, gh as Mr. Dillon says he desires to oughly inspect the lines, the party may appeted in Fort Worth shortly.

THE RAILROAD MEN'S CLUB.

Enterprise that is Heartily Indorsed

The movement to establish a railroad men's club in this city is almost the princi-pal topic of conversation with the men in the service. A GAZETTE reporter talked with a great many of the boys who earn their oread by operating the railroads lead-ing out of Fort Worth and the universal expression is not only one of approval, but is recurried with marked anxiety for its successful assumptishment. The reading room is a salient feature, but the other room is a salient feature, but the other attributes of a successful club are also important factors. The men express them selves as believing it will not only be a great and lasting benefit to the men who will take great pride in keeping the club up to a first-class standard, but will be a very great advertisement for Fort Worth. It will be the only city in the state where the railroad men will have a place of resort perillarly their own. It will afford them magnificants for a more tharpure agentia.

From the polyging an unexpected opportunity of looking over a country I have lately heard so much about.

"How do you like it?" was asked.

"Why, I am asimply enjoying an unexpected opportunity of looking over a country I have lately heard so much about."

"How do you like it?" was asked.

"Why, I am nationished at the wonderful progress I meet at every turn. It is indeed a great Southwest." "And Fort Worth its traffic center," supplied Mr. Hurley.

"Very probable," was the sentention conclusion of Mr. Reinhart.

From the Hurley building the party proceed opportunity of looking over a country I have lately heard so much about." great advertisement for Fort Worth. It will be the only city in the state where the railroad men will have a place of resort peculiarity their own. It will afford them opportunities for a more thorough acquaintance and will be a central point for all railroad men visiting the city. The railroad men visiting the city. The railroad resolution will here have an apportunity to meet with men from all the lines and the various divisions and can speedily ascertain the outlook for employment. Nine out of ten railroad men will make this city of the readervous and will pass the greater portion of the time while of duty in this place. A meeting for the purpose of considering the matter will be called some day this work, and The Gazette hopes to soon be able to chronicle the spening of the Fort Worth railroad men's club.

HUNTINGTON'S IDEAS.

idation and Joint Agency Scheme.

Special to the Guestie. New York, May 28,—"I believe that I can take all of the railroads in this country, knock 6 per cent out of the existing rates as they appear on the preface and pay 5 per cent dividends on all stocks." This remark was made by C. P. Huntington in speaking of the present condition of railroad business. "I would run all of the roads as one property." said he, "and never charge more for short hauls than long hauls. That is where there is only rail competition the public is not satisfied with the way things are running now, and the railroads are not public is not satisfied with the way things are running now, and the railroads are not satisfied. Too much money is wasted in railroad business in keeping up unneces-sary and expensive officers, paying com-missions and rebates, and in culting rates. Each carload of freight out of this town is run after by twenty different interests. There is a acramble for it, and rates are cut. I am in perfect accord with the action taken at the recent meeting of the advisory based of the Western traffic association. I was unable to attend the meeting myself, ever such apencies are practicable. It seems to me that the laterests of both the public do not think that Gould or any other pow

Huntington said the great consolidation cheme which is destined to bring together under one management the Southern Pa-offle, the Missouri Pacific, the Santa Fe, and the Union Pacific systems, was getting along slowly. The important problem to solve was the basis of values unon which each property could come in. Of course to fix that basis and arrange the details must

SANTA FE OFTLOOK.

dent of the System.

Joseph W. Reinhart, first vice-president of the Santa Fe railway system, accompanied by George P. Messeroy of Putnam, Messeroy & Co., bankers, Boston, J. M. Simoniu, a leading manufacturer of Philadelphia, and Charles Waldo Haskins, bunker, and member of the New York Stock exchange, arrived in the city at 11:30 a.m. yesterday on their special train.

The object of the trip as stated by one of the party was simply to take a look over such portion of Texas as could be hurriedly seen from the line of the Gulf, Colorado and Santa Fe railway. Notice of the contemplated visit was not had until 11 o'clock, but thirty minutes is abundant time to awaken Texan hospitality, and when Presibut thirty minutes is abundant time to awaken Texan hospitality, and when President Reinhart arrived he was met at the denot by Hon. T. J. Hurley. George B. Hendricks, T. B. Burbridge, C. H. Silliman and Gen. Clarke, secretary of the Chamber of Commerce. President Reinhart stated he had but twenty minutes to remain in Fort Worth. "I do not wish to disturb the movements of the regular traffic of the road by the run of my train," said he, "and so I am forced to forces all

said he, "and so I am forced to forego all but short stops."
The party was escorted up town, and in a brief manner visited the natatorium. a brief manner visited the natatorium, courthouse, commercial club, Board of Trade and Hurley buildings. From the roof of the latter a splendid view of Fort Worth

was had.

President Reinhart evidently was impressed with the panorama he viewed. "I am most pleasantly surprised at the exhibition of business thrift I see before me." be remarked. "You have a live city in a splendid location. It is good-1 like

your shops here!" said Mr. Hurley.

The keen black eyes of President Reinhart twinkled merrily. "You Texans will get there if it is possible," said he. "Every place in Texas I have stopped at has demanded the erection of shops. A railroad

They will Probably Visit Fort Worth on

Last evening L. H. Day of St. Louis, neight traffic manager of the St. Louis on hwestern, and W. B. Groseclose, gen-ral freight agent of the St. Louis South-testern in Texas, arrived in the city. They

look into the brewing company's output of beer, and will make a tariff that will be satisfactory, and one that will aid the com-pany in supplying the Texas trade.

A party of Union Pacific officials consist-ng of Sidney Dillon, president; S. H. H. lark, general manager, Oliver W. Mink,

He Speaks Strongly in Favor of the Consol-

New York, May 26,-"I believe that I was unable to artend the meeting myself, but I arranged with Maryin Hugh-it to look after the interests of the Southern Pacific road. I believe in and the railroads lie in that direction. Of erful rairoad interest, could dominate. The moment that it became apparent that one or two roads were getting the best of the others, the whole joint agency scheme would fail to pieces. Railroads as well as men, can be as independently poor as they can be independently rich. We might work

A Flying Visit From the First Vice-President of the System.

was had.

Fort Worth."
"Why nor act on your likes, and place

came to see texas. The Abilene Country

FAST UNDERGOING THE CHANGES

Witnessed by the early settlers if other

FARMING

COUNTRIES

Lands a few years ago here were worth 27 cents, then 50 cents; a little later \$1, next \$2, next \$3; then \$4; and now \$5 and \$6. Later on, perhaps a year or two heice, these same lands will be worth \$15 to \$20, and then \$30 and \$40 per acre as such lands, not a bit better or more projective, are now worth in other sections.

good farmers, to buy these lands before they fall into the hands of the speculators, to whom they would have to pay the ad-

FARMERS, YOU ARE SPECIALLY INVITED to come and investigate the product the buying cheap, and we want you to be benefited by buying cheap, and we want our country to be profited by your citizenship. In other words, we want producers to get the bargains in the

RICH LANDS in the ABILENE COUNT

S. F. STEERE. J. G. LOWDEN,

RICH

B. B. KENYON.

Special to the Gazette.

The Conductors Leave Texas.

TEXARKANA, TEX., May 26.—The National

railway conductors' excursion train, con-sisting of ten Pullman cars and one baggagy car, left Texas at this point at 6 o'clock this afternoon, having reached here from the west at 4:40 o'clock. The depot build-ings were elaborately decorated in their honor, and when they arrived a large crowd of leading o'llying were awaiting them

of leading citizens were awaiting them. Mayor Dormin of Texarkana, Ark., and Mayor Lary of Texarkana, Tex., made ad-

dresses of welcome, which were responded to by Chairman J. Flory, of the excursion committee, in behalf of the 300 conductors

and their wives present. The guests were then escorted to the Huckins house, where a bountiful meal was partaken of, after which they reboarded the train and at o o'clock left for their next objective point, which is Hot Springs Ari

The San Antonio and Aransas Pass.

Houston, Tex., May 26.—B. F. Yoakum, receiver of the San Antonio and Aransas Pass, was in the city to-day and said: "The

CHICAGO, ILL., May 26 .- The Chicago and

Alton gained a complete victory in the Western passenger association to-day by compelling all other roads to yield to its

terms in regard to tourist and excursionist rates. The result of the meeting after a two day's wrangle on the subject, was the

adoption, without amendment or change of the resolutions originally introduced by

General Passenger Agent Charlton These resolutions provide that tourist rates between all points in the territory of the association for 1891 shall be not less than 80 per cent of the standard rate; that

the agreement be amended so no application for relief against the action of compet

ing lines in reducing this agreed basis for

ing lines in reducing this agreed dasts for tourist rates within the territory of the association shall be allowed by the chairman without the unanimous consent of all the members, and no rates shall be made from Missouri river points through Chicago to points east or north, or Wisconsin points at less than S⁵.

less than \$25.

It was further resolved that for the an

nual convention of the National educational association at Toronto in July, a rate of one

fare for the round trip should be charged plus \$2.00 by way of direct routes to To-ronte only, and not by way of Buffalo or

The association yielded every point urged by the Alton.

A committee was appointed to recommend a form of ticket for use during the tourist

Cotton Belt Changes.

St. Louis, Mo., May 26,-The following changes in the St. Louis Southwestern

railway company were announced to-day, to become effective immediately: R. D. Cobble is appointed auditor of the St. Louis

Southwestern and of the Texas and Tyler

Southwestern, located at Tyler C. H.
Loomis will hereafter occupy the position
of assistant superintendent of the
St. Louis Southwestern railway company,
with headquarters at Pine Bluff, Ark,
He will also perform the duties of trainmaster, which resister is abelieved. A M.

master, which position is abolished. A. M. Haskell has been appointed assistant super-intendent of the St. Louis Southwestern of

Texas, with headquarters at Tyler. J. H. White is appointed assistant superintend-ent, with headquarters at Commerce. The

position of trainmaster is abolished, and White will perform the duties of that posi-

A CANARD.

The Reported Capture of the Dalton Boys

in a Cave all a Hoax.

Deny that the Daltons Were Captured.

Pages, Tex., May 26.-Deputy Marshal

Sam Williams has just arrived from Wag-ner junction on the Arkansas Valley and Missouri, Kansas and Texas railway and

states that just before leaving there he saw and conversed with several members of the Indian police who had been in the Dalton gang chace and that they told him there had

been no such affair as that reported, that is the rang's capture in a cave, so far as any of the force they were with was concerned;

that they had never had the Daltons sur

rounded nor had any other party that they heard of, and did not believe that the story

sent out from Tishomingo was correct at all. Tishomingo is not in the Strip and is remote from railway and it is more than probable that this information from the

Indian police is correct, as they were hunt-ing Dalton in the Strip at the date of the

Mysteriously Missing.

Special to the Gazette.

Niagara Falls.

which is Hot Springs, Ark.

Special to the Gazette.

GEO. P. PHILLIPS, J. A. LOWRY,

T. O. ANDERSON, E. S. HUGHES.

P. M. DEVITT.

P. H. CARTER.

O. W. STEFFENS J. G. CURRIE

W. F. FLOURNOY. H. M. HENDERSON, W. H. EDRINGTON, JOHN HOENY, JR., J. P. MASSIE F. E. BOMPART. D. F. WHITE, WILL STITH, G. W. SMITH, R. E. CARTER, A. H. KIRBY, K. K. LEGET, J. T. ANDRSON, HENRY SAYLES

has many points to deal with. It strives to do the best for all concerned, and in so do-ing sometimes fails to meet the expecta-tions of all communities. I am not pre-pared at this time to discuss the matter; but of one thing you may rest assured, your growth is that healthy and promising that the railroads cannot afford to slight Fort Worth."

The presence of the party has no special

The presence of the party has no spetal The presence of the party has no speial significance, nor any bearing upon the plans of the Santa Fe regarding Fort Worth. A prominent railroad suit involving the placing of the Frisco road in the receiver's hands, was set for trial at St. Lonis on Monday last, President Reinhart is attending that suit. The hearing was, however postponed for a week, and being in the West with a week's unoccupied time at his disposal, he decided upon a quick run over Texas.

I am simply enjoying an unexpected op-

cceded to the Texas brewing works. Here the magnitude and thorough completeness of the works was a revelation to the Eastern gentlemen. "You certainly have reason to be proud of such an enterprise as this," said Mr. Simonin. "I had heard of the Texas brew-

ery, but never dreamed of seeing here such "We can show you a few more small in-dustries about this size, if you will visit them," said Mr. Hurley. But the "twenty minutes" had already lengthened out into

Time, tide and railroad trains wait for no man, except an occasional president. The Union depot was again reached. Hands were shaken and good-byes exchanged. Just as the train was leaving a brewery wagon delivered a keg of Fort Worth beer, a present duly appreciated by the gentle-

men.

The party ge from here to Cleburne,
Paris, and direct to St. Louis.

A railroad journal of last week contains a full page cut of the remarkable looking Shay engine that is now being manufactured, says the Cleveland Leader. The Shay is by no means a racer, and the chief advantages claimed for it are: Shortest possible rigid wheel base, more uniform distribution of total weight over long wheel base, thus permitting the use of a powerful locothus permitting the use of a powerf motive on a light rail; sufficient flexibility of wheel base on curves of the shortest wheel base that an ordinary freight car can pass; utilization of entire weight of engine for adhesion and decreased cost of hading of a dhesion and decreased cost of hading at low speed on heavy grades and sharp curves. The Shay lecomotive has no driv-ing wheels, but shafts run along the sides, turning each of the truck wheels of both engine and tender by means of a cogged con. The engine are made in various year. The engines are made in various sizes from ten to cighty tons total weight, all of which is available for adhesion. For the heavy classes there are three sets of trucks and for the lighter two sets of trucks, the wheels of which are operated as above described. These cylinders are used with cranks at 120 deg, with each other, The steam is taken from the dome by a single steam pipe, but there are three separate exhaust pipes leading to the smoke arch. The flexibility of the engines on curves is provided for by an expansion uni-versal coupling in the longitudal shaft. It is claimed that these engines work easily on

Tail Lights.

Col. J. M. Means of the Peidmont Air Line is in the city. C. P. Fegan, traveling passenger agent of

the Texas and Pacific railway, was in the city yesterday.

city yesterday.

J. L. Pennington, livestock agent of the Santa Fe lines in Texas, and J. G. Taylor, general livestock agent of the system, came in yesterday from a trip. They report Texas cattle fattening as rapidly as the Territory stock cattle, and that the movement of cattle from Texas will be nearly as heavy as that of stock cattle.

A Crippled Engine. Special to the Gazette.

TERRELL, TEX., May 26.-The 5 p. m. west-bound Texas and Pacific train was de-layed by a crippled engine. The engine of the east-bound bobtail relieved the crippled engine at Wills Point and took the passen ger as far west as Dallas.

Through Freight Rushed. Special to the Gazette

Taylon, Tex., May 26.—To-day was the first time that all through freight and stock had full clearance here, not a car being delayed. Ferty-five trains were handled here The motive power never was in as good shape.

Special to the Gazett New York, May 25.- The newly elected board of directors of the Missouri, Kansas and Texas company will meet for organiza-tion on June 4. Until that time at least no action relative to the election of a president will be taken. As to the matter of the release of the property, the receivers having now no function their discharge will be ob-tained in the near future. The property will come into the hands of the representatives of the security holders in first class shape with the company entirely out of debt. The best information obtainable still is that J. D. Rockafeller will eventually assume the presidency.

Dallas Railroad Notes

Special to the Gazette. Dallas, Tex., May 26.—Allen Irvin, con-nected with the Santa Fe at Morgan, spent yesterday in Dallas.

P. A. Smith, resident engineer of the

DOUGHERTY, I. T., May 26.—The man that was so severely whipped by White Caps, an account of which was published in The Gaznite a few days since, is missing. His Texas and Pacific railway, is in the city.

The contract was let to-day by the Texas and Pacific people for the erection of a fivefriends claim they saw him last on the 22d, and since that time he has not been heard of. His friends are uneasy about him and think that foul play is at the bottom, though it may be that he has taken the White Caps at their word and left the country. They story general office building and depot combined at a cost of \$70,000. The new build ing is to be erected on the corner of Griffin

alleged capture.

Special to the Gazette.

street and Pacific avenue, nearly opposite the present brick depot of the company. The building will be an onnament to the city, and its need has long been felt. Home, Sweet Home.

There is no place like home when you are sick and n ment so effective for consumption or catarrh aztec Steam. have perfected our generator that anybody can use it without the aid of a physician and we offer our Home Treatment as a perfect system of self cure. Come and let us tell you all about it at 506 Rusk street, Fort Worth, Texas.

gave him ten days to do so, and the time was about up.

Smith vs. Smith.

Special to the Gazette. Special to the Gazette.

Winnewoon, I. T., May 26.—Natham Smith was reported by some one as shooting his cousin, Henry Smith, through the left lung on the 22nd. It was rather an inverted report. Natham Smith was the man that was shot, and he was shot through the right lung. We learn these facts from Dr. Bailey, who is attending Smith, and thinks he will recover.

prospects for the reorganization of our road are very bright indeed. I cannot say how soon this whil occur, as pending litigation has greatly impeded our progress in this matter, but it ought not to be more than six month. I do not think the road will be hull on to Natchez for some time at Another Smith Shot. Special to the Gazette ARDMORE, I. T., May 26.—A shooting af-fray occurred at a late hour last night in an alley back of a well-known gambling half on Main street, in which Bill Smith received a severe flesh wound in the leg just above the knee from a sixshooter in the hands of W. H. Fawlings, Some six shot wore as built on to Natchez for some time af-ter its reorganization. This, nowever, is unofficial, as I am not acquainted with the plans of the owners of the road. The work on the Waco branch is rapidly going forward, and when this is done we will have 100 miles more of track. Most of the W. H. Rawlings. Some six shots were ex-changed by the shootists. The shooting was the result of a dispute over a game of lumber from the pine forests of the east is being hauled by the Southern Pacific and Houston, East and West Texas. I see no cards, and the two principals have "had it in for each other" for some time past. Rawlings was out under an \$500 bond for shooting H. L. Ganaway in the leg in a dis-pute over a game of cards the latter part of last February. Both are well-known sport-ing men. rousion, East and West Texas. I see no reason why this road should not be built forward in that direction, and we secure the benefit of hauling this lumber for our own and surrounding territory. We traverse the finest country of the Southwest, and it is rapidly building up." ing men.

Capture of the Daltons a Boax

Special to the Gazette. PARIS, Tex., May 26.—Deputy Marshal Brownwood. - \$4.85 Paris, Tex., May 26.—Deputy Marshal Ran Dickerson, who has just come in from points in Oklahoma, says that the reported capture of the Daltons in a cave is entirely unknown in Oklahoma. From information received just before he left regarding the pursuit of the gang, he regards the whole thing as a hoax on a par with the Hudgins cave yarn sent out from Tishomingo. This Is the Best Route. The Fort Worth and Denver City rail way, in connection with Union Pacific of the only direct and quick-Salt Lake Git and San Fran-poins north and northwest. Ticket office 401 Main street and Union

Plainview, Hale County, Tex Come to Amarillo and get with the "Hotel Amarillo and get with the "Hotel Amarillo" and the county seat of Hale, the best county on the central plains. Get One Free.

The Fort Worth and Denver City in connection with the Union Pacific railroad is first in the field with an elaborate disatrated Western resort books contemplating and secure a cycle pedia of information regarding the nume

the Union Pacific railway.

CUPID CAUSED IT.

ous and cheap summer resorts reached by

One Mexican Dead, Another in Jail, and the Girl Don't Seem to Care a Cent Whether School Keeps or Not.

Special to the Gazette.

SAN ANTONIO, TEX., May 26 .- A dispatch from Hondo City, Tex., says Manuel Gon-zales, a tall, powerful and lithe young Mexi-can of handsome features and dare-devil disposition, is noted as the best wrestle and runner and most reckless horseman in all this district. He owns a small ranch, breeds good cattle and has money in the bank. A month ago he fell in love with Antonia Mendora, a young daughter of a neighboring cattleman, and she agreed to marry him. Eduardo Valdez, a youngster from the other side of the Rio Grande, who plays the twelve-stringed guitar and says his father is hidalgo, came along, and Anto-nia deserted her first love. Gonzales came to town to-day and filled up with whisky. He met Valdez on the street, cursed him and plunged a hunting knife into his side. Valdez ran six steps and fell. He is dead and Gonzales is in in! He treats the matand Gonzales is in jail. He treats the matter very coolly, and says he has money enough to pay his way out. The girl is also seemingly indifferent.

\$57.50 to Ogden and Salt Lake City return via Fort Worth

Summer Excursion Tickets. Commencing June 1, the Texas and Pacific railway will begin the sale of summer excursion tickets to principal points

L corner Main and Third streets or C. D. Lusk, ticket agent, Union depot. A HEATED QUESTION.

ure? Nowhere on the globe is there to found a variety of climat and that tributary to the n Pacific Route.

Where Shall We Go For Health and Pleas-

Ticket office 401 Main street and Union

McLEOD HOTEL

Main Street, Dallas, Texas. A TOTAL DELICION OF THE PARTY O LAMBE IN NEG BEAUTH

Everything new. Finest table, best furnishes touse in Texas. No notel in the state is as ab solutely free from danger of tire.
HODGE & WHEELOCK, Props.

H. N. CONNER & CO.,

TEXAS METHODIST DEPOSITOR AMERICAN BIBLE SOCIETY (No. 907 Houston Street)

BOOKSELLERS AND STATIONERS.

Brownwood Round Trip,

ROUND TRIP May 24, 25, 26 **38.40** Return 15 Days May 30, 31, Re- 67 June 1, Return \$5,60

Rio Grande Road

J. F. ZURN. C. D. LUSK. Third and Main. GOLD MEDAL, PARIS, 1878.

W. Baker & Co.'s Breakfast Cocoa and it is Soluble.

No Chemicals p. It has epara more than three ti the rength of Cocoa mixed with 8 rch, or Sugar, and is therefore ar more economical, costing less than one cent a cup. It is delicious, nourishing, strengthening, Pally DIGESTED, and admirably adapted for invalids as well as for persons in health.

Sold by Grocers every

W. BAKER & CO., Dorchesfer, Mass

The Weekly GAZ Children Co for Pitcher's Pastoria.



PULLMAN

CHICAGO, ST. LOUIS

KANSAS CITY I

Close connections in all of the above street win fast trains of Eastern and Northern lines makes the M. K. & T the best carts New York, Boston, Montreal and St. Pint J. E. SMITH, City Ticket Agent. and Houston streets.
D. LUSK, Ticket Agent, Union Depot
V. D. LAWSON, Texas Traveling Pair

Agent.
GEO A. EDDY, H. C. CROSS, Reserv
J. J. FREY, Gen. Supt., Scin.
J. WALDO, Gen. Traffic Manager, Scin.
G. P. HUGHELS, Ass. L. Gen. Passeper

Between Fort Worth and all as Kansas City, St. Louis, Chic Colorado, California and all p North, East and West!

THROUGH TICKETS TO ALL POINTS IN THE

United States, Canada and Mexics. For any desired information, Tickets, Folder For any desired information, testing the Mans etc., call on or address.

WM DOHERTY, C. P. & T. A., 38 Houses street, Fort Worth.

C. D. LUSK, Ticket Agent, Union Depot.

W. A. TULEY, T. P. A. Daline, Terms.

H. G. THOMPSON, G. P. & T. A., Galtetta,

The Cotton Belt Route

Shortest, Quickest and Only Line

THROUGH CAR SERVICE TO MEMPHS.

Delivering passengers in depote of exact! lines without a long and a transfer across that city. DOUBLE DAILY THAINS AS VOLLOWS.

Leaving Fort Worth 8:25 a m and 8:29 a
Arrives Texarkana 7:20 p m and 0 up a
Arrives Memphis 8:35 a m and 3:24 a Through Coaches and Pullman Buffel Steeper

Pullman Buffet Sleepers to Terarizate on 125 night train, connecting in Mempas six through trains to all points Zatt and Saudrass All further information cheer they include All further information chestrally in make on application to any of the follows of G. W. BARNHART, General Agent an Make W. H. WINFIELD, General Passenger Agent

Texas & Pacific Railway EL PASO ROUTE.

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